





## NOTICES TO CONSIGNEES.

OCCIDENTAL &amp; ORIENTAL S. S. COMPANY.

## NOTICE.

CONSIGNEES of Cargo per Steamship *GAELIC*, from San Francisco, &c., are hereby requested to send in their Bills of Lading for counter-signature here, and to take immediate delivery of their Goods.

Cargo impeding discharge of the Steamer will be landed and stored at Consignees' risk and expense.

G. B. EMORY, Agent.

Hongkong, March 19, 1879. ma28

## NOTICE TO CONSIGNEES.

THE GERMAN BARK JAN PETER, FROM ROTTERDAM.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Underigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER &amp; Co., Agents.

Hongkong, March 19, 1879. ma28

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Scotland*, Captain Atkinson, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Underigned for counter-signature, and take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

Optional Cargo will be forwarded to Yokohama, unless Notice to the contrary be given before noon to-morrow.

RUSSELL &amp; Co.

Hongkong, March 19, 1879. ma28

FROM HAMBURG AND LONDON.

THE British Ship *Onida* having arrived, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Underigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, March 17, 1879. ma24

FROM LONDON AND SINGAPORE.

THE S. S. *Gleniffer* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Underigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day.

Cargo remaining undelivered after the 21st instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by

JARDINE, MATHESON &amp; Co.

Hongkong, March 14, 1879. ma21

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underigned for counter-signature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Ex "Ava." H. J. H. (in cross) No. 107, A'dridge Salmon & Co., 1 case Hosiery, from London.

Ex "Amazona." M. F. (in diamond) J. W. P. (underneath) No. 4048, Order, 1 case Cotton, from London.

J. H. H. No. 14, Order, 1 case Hosiery, from London.

B. S. M. H. (in cross) No. 187087, Order, 2 bales Woollens, from London.

Hongkong, March 15, 1879.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. AMAZONE.

## NOTICE.

CONSIGNEES of Cargo per S. S. *Indus*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 7th instant, at 8 p.m., requesting it to be landed here.

Bills of Lading will be counter-signed by the Underigned.

Goods remaining unclaimed after Friday, the 14th instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, March 7, 1879.

## Intimations.

NOTICE TO MARINERS.

No. 98.

## CHINA SEA.

SHANGHAI DISTRICT.—WOOSUNG RIVER.

WOOSUNG INNER BAR SIGNALS.

NOTICE is hereby given that on and after the 31st March, 1879, Geometrical Signals will be substituted for the flags now in use at the Woosung Inner Bar Station, showing the depth of water on the Bar during the day.

An explanatory diagram, showing the signals which indicate the depth of water from 10 feet to 24 feet and which will show the same in approaching the signal station both from Shanghai and from seaward, is added herewith.

To indicate a rising tide a ball will be hoisted at the mast head.

In case of there being greater or less depths of water than here given, the number of feet will be signalled by the "Universal Code of Signals" at the mast-head, and the half feet by a red and white flag at the yard-arm.

By order of the Inspector-General of Customs,

GERALD E. WELLESLEY, Acting Engineer-in-Chief.

Imperial Maritime Customs, Engineer's Office, Shanghai, 31st Jan., 1879.

Depth of water in fathoms on Bar.	South Yard-arm.	North Yard-arm.	Depth of water in fathoms on Bar.	South Yard-arm.	North Yard-arm.
10	▲	▲	17	●	●
10½	▲	▲	18	●	●
11	▲	▲	18½	●	●
11½	▲	▲	19	●	●
12	▲	▲	19½	●	●
12½	▲	▲	20	●	●
13	▲	▲	20½	●	●
13½	▲	▲	21	●	●
14	▲	▲	21½	●	●
14½	▲	▲	22	●	●
15	▲	▲	22½	●	●
15½	▲	▲	23	●	●
16	▲	▲	23½	●	●
16½	▲	▲	24	●	●
17	▲	▲	24½	●	●

## NOTICE TO MARINERS.

No. 99.

## CHINA SEA.

PEIHO RIVER.—TIENTSIN DISTRICT.

TAKU BAR LIGHT.

NOTICE is hereby given that on the 9th instant, the Hulk "Ade" sank at her mooring outside the Taku Bar, in 3 fathoms at low water spring.

The "Taku Bar Light," which was exhibited at her Mast, will therefore be discontinued for the present.

By order of the Inspector-General of Customs,

GERALD E. WELLESLEY, Acting Engineer-in-Chief.

Imperial Maritime Customs, Engineer's Office, Shanghai, 14th March, 1879. ma28

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

NEMELAH GIBSON, American barque, Capt. D. Bradford—Meyer & Co.

JOHANN FRIEDRICH, German brig, Capt. A. H. Kroncke—Wieler & Co.

GOLDEN FLEET, British barque, Capt. James Wiltshire—Gilman & Co.

MARY WHITRIDGE, American ship, Capt. Bery F. Cutler—Russell & Co.

ONEIDA, British ship, Captain S. Clyma—Gibb, Livingston & Co.

FLEURS CASTLE, British steamer, Capt. Jno. Kidder—Adamson Bell & Co.

JAN PETER, German barque, Capt. Kih. Ewert—Meyer & Co.

URANOS, Norwegian barque, Captain L. Berg—Arnholdt Karberg & Co.

## NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE

IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 56 cents.) \$12 per annum (postage paid 18.50.)

Orders should be sent to GEO. MURRAY BAIN, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily China Mail.

## Intimations.

HONGKONG WHARF &amp; GODOWNS STORAGE.

GOODS RECEIVED ON STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch.

MEYER &amp; Co., Proprietors.

Hongkong, November 29, 1878. my29

## F. H. T. O. H. I. N. G. S.

begs to announce to the Community of Hongkong that he will be able to supply BEEF, MUTTON, &c., from 1st October, and trusts that they may grant him their support.

SHOP—WELLINGTON STREET, opposite the Cathedral.

Hongkong, September 20, 1878.

## GEORGE PHILIP DARK (DECEASED).

CLAIMS against the above Estate should be sent in to the Underigned before the 15th of March.

H. F. HANCO, Acting Consul.

Canton, Feb. 25, 1879.

## SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1878.

## NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I. and II., A to M, with Introduction. Royal 8vo, pp. 404.—By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

## To-day's Advertisements.

## FOR SWATOW, AMOY &amp; FOOCHOW.

The Steamship "YAMOO," Capt. WESTOBY, will be despatched for the above Ports on SUNDAY, the 23rd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co.

Hongkong, March 20, 1879. ma28

## FOR MANILA.

The Steamship "ESMERALDA," Capt. CULLEN, shortly due, will have immediate despatch for the above Port.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, March 20, 1879.

## SHIPPING.

## ARRIVALS.

March 19, *Mangerton*, British barque, 330, G. W. Thompson, Bangkok Jan. 11, General.—TAXI ME HONG.

March 19, *Flintshire*, British steamer, 1238, J. Thomas, Saigon March 14, Rice.—GIBB, LIVINGSTON & Co.

March 20, *Uranos*, Norwegian barque, 490, L. Berg, Newcastle (N.S.W.) Jan. 28, Coal.—ARNHOLDT, KARBERG & Co.

March 19, *Maharajah*, for Bangkok, 20, Yangtze, for Shanghai.

20, *Mary Whitridge*, for New York, 20, H.M.S. *Vigilant*, for Canton.

March 19, *Mangerton*, British barque, 330, G. W. Thompson, Bangkok Jan. 11, General.—TAXI ME HONG.

March 19, *Flintshire*, British steamer, 1238, J. Thomas, Saigon March 14, Rice.—GIBB, LIVINGSTON & Co.

March 20, *Uranos*, Norwegian barque, 490, L. Berg, Newcastle (N.S.W.) Jan. 28, Coal.—ARNHOLDT, KARBERG & Co.

March 19, *Maharajah*, for Bangkok, 20, Yangtze, for Shanghai.

20, *Mary Whitridge*, for New York, 20, H.M.S. *Vigilant*, for Canton.

March 19, *Mangerton*, British barque, 330, G. W. Thompson, Bangkok Jan. 11, General.—TAXI ME HONG.

March 19, *Flintshire*, British steamer, 1238, J. Thomas, Saigon March 14, Rice.—GIBB, LIVINGSTON & Co.

March 20, *Uranos*, Norwegian barque, 490, L. Berg, Newcastle (N.S.W.) Jan. 28, Coal.—ARNHOLDT, KARBERG & Co.

March 19, *Maharajah*, for Bangkok, 20, Yangtze, for Shanghai.

20, *Mary Whitridge*, for New York, 20, H.M.S. *Vigilant*, for Canton.

March 19, *Mangerton*, British barque, 330, G. W. Thompson, Bangkok Jan. 11, General.—TAXI ME HONG.

March 19, *Flintshire*, British steamer, 1238, J. Thomas, Saigon March 14, Rice.—GIBB, LIVINGSTON & Co.

March 20, *Uranos*, Norwegian barque, 490, L. Berg, Newcastle (N.S.W.) Jan. 28, Coal.—ARNHOLDT, KARBERG & Co.

March 19, *Maharajah*, for Bangkok, 20, Yangtze, for Shanghai.

20, *Mary Whitridge*, for New York, 20, H.M.S. *Vigilant*, for Canton.

March 19, *Mangerton*, British barque, 330, G. W. Thompson, Bangkok Jan. 11, General.—TAXI ME HONG.

March 19, *Flintshire*, British steamer, 1238, J. Thomas, Saigon March 14, Rice.—GIBB, LIVINGSTON & Co.

March 20, *Uranos*, Norwegian barque, 490, L. Berg, Newcastle (N.S.W.) Jan. 28, Coal.—ARNHOLDT, KARBERG & Co.

March 19, *Maharajah*, for Bangkok, 20, Yangtze, for Shanghai.

20, *Mary Whitridge*, for New York, 20, H.M.S. *Vigilant*, for Canton.

March 19, *Mangerton*, British barque, 330, G. W. Thompson, Bangkok Jan. 11, General.—TAXI ME HONG.

## POST OFFICE NOTICES.

## MAILS will close:—

For QUINHOON.—Per barque *Three Brothers*, at 3 p.m. To-morrow, the 21st inst.

For SWATOW.—Per *Killarney*, at 5 p.m., on Friday, the 21st inst.

For SWATOW, AMOY, & FOOCHOW.—Per *Namoa*, at 6 p.m., on Saturday, the 22nd inst., instead of as previously notified.

For TAKAO AND YOKOHAMA.—Per *Agnes*, at 11.30 a.m., on Monday, the 24th inst.

For BANGKOK.—Per *Rajaniataniwar*, at 4.30 p.m., on Tuesday, the 25th inst.

For SAIGON.—Per *Phutshie*, at 3.30 p.m., on Thursday, the 27th inst.

MAILS BY THE FRENCH PACKET.—The French Contract Packet *Djemnah* will be despatched on SATURDAY, the 22nd instant, with Mails to and through the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (via Madras), Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

MAILS BY THE BRITISH PACKET.—The British Contract Packet *Bokhara* will be despatched on SATURDAY, the 29th inst., with Mails to and through the United Kingdom and Europe via Brindisi or Southampton; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

## HOURS OF CLOSING.

## THE CONTRACT MAILS.

The following hours are observed in closing Mails, &c., by both the British and French Contract Packets:—

Day before departure, 5 p.m.—Money Order Office closes; Post Office closes except the Night Box, which remains open all night.

Day of departure, 7 a.m.—Post Office opens.

10 a.m.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.

11 a.m.—Mails closed, except for Late Letters.

11.10 a.m.—Letters may be posted with Late Fee of 18 cents until

11.30 a.m.—When the Post Office Closes entirely.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 18 cents until time of departure.

## Quotations.

HONGKONG, March 20, 1879.

OPUM.—New Patna, cash, \$570 credit.

" Old Patna, cash, " credit.

" New Benares, cash, 642½ credit.

" Old Benares, cash, " credit.

" New Malwa, cash, 800 credit.

" Allowance Tania, " credit.

" Old Malwa, cash, " credit.

" Allowance Tania, " credit.

## Exchange.

Bank, Wire, 3/5

" 30 days' sight, 3/6 3/8

" 6 months' sight, 3/6 3/8

Credit, " 8 1/2

Documentary, 6 months' sight, 3/7

India, Wi, " 218½

" demand, " 220

Shanghai, demand, " 72½

" 80 days' sight, " 72½

Bar Silver, 17 dwts. B., " 109

Sycee, " 109

Maximam, " 109

Gold Leaf, 99½ touch, " 28.50

Sovereigns, " 5.63

## Shares.

Hongkong Bank, 85% prem.

Union Ins. & Co. of Canton, \$1,450

North China Ins. Co., Ltd. 130

China Traders' Ins. Co., \$1,880

Yangtze Ins. A. Soc., 11s. 700

Chinese Insurance Co., \$285



Haylar, who had been retained to defend the accused. Bail was extended, as before, for the full amount of \$11,000.

TO-DAY, a hot-air balloon was sent up by the boys attending St. Joseph's R. O. School, and, as it hovered in the air for some considerable time, relieved the tedium of idlers and those on the streets, and seemed to occasion no little interest amongst the Chinese community. It collapsed rather miserably in the course of the afternoon, through the escape of the hot air, but was not on fire, as many supposed from seeing what appeared to be smoke issuing from it.

Messrs. Lane, Crawford & Co. have now on view, and for sale, a magnificent model of a fine double-banked frigate, a very complete and well finished work of art, and a monument of patience. The model-maker, who is connected with the Harbour Department, has spent eight months in its construction, and the success and neatness with which he has finished his work are simply admirable. The model is built on the lines of a well-known frigate, and the scale is precisely adhered to of one 48th of the original; or one inch to four feet. Everything on board the vessel works as well as anything on board a real frigate can work, except the men, sentries, seamen &c. which are perhaps the weakest part of the affair. The neat little brass guns which she carries can be fired off when occasion calls; all the running gear and blocks are in perfect working order; and she can sail, and has sailed well, under jury sails. The minutest details are attended to, in rigging and everything else; and altogether the model well repays a careful inspection. During yesterday a very large number of people saw the curiosity and expressed themselves highly delighted with the work.

THE S. S. *Scotland*, 1180 tons, Capt. Wm. Atkinson, commander, of and from London, arrived here yesterday. This steamer left London on the morning of the 11th January, and passed Dover at 6 p.m. on the following day. She experienced bad weather in the channel; and in the Bay of Biscay met in with a perfect hurricane. Strong head wind and sea lasted from the 12th to the 17th, and the engines had to be eased occasionally to ride out the storm. Heavy seas continually washed the deck night and day, and considerable damage was caused. The life boats were stove in the saloon doors were burst in by the violence of the water shipped over the stern; the saloon was flooded, furniture, stores, baggage &c., smashed and injured. The forecastle was also considerably damaged. The deck cargo, (sails), broke loose, and some was washed overboard. The live stock (pigs and fowls) all went; the galley was flooded, and the cook severely hurt through being thrown on to some iron projection on the deck by a heavy sea. The weather moderated on the 18th; Cape St. Vincent was passed at 7.15 p.m. on the 20th and Gibraltar at 3.30 a.m. on the 21st; on the 24th and 25th, she met again in the Mediterranean, strong head wind and heavy sea. She had to put into Malta for coals, arriving there at 1.30 a.m. on the 26th and leaving at 6.30 p.m. the same day. Port Said was reached at 2 o'clock in the afternoon of the 31st January, a passage from London of 20 days. Left Port Said at 6.5 p.m. on the 1st February, at about the same time next day she ran aground at Ismailia. The pilot (French) who had brought the vessel from Port Said was about to leave; he and the man who was to take her on to Suez were on the Bridge together, along with the Captain and another pilot who was to be carried on to Suez. The vessel was in charge of the Port Said pilot, and he, living her too little room to turn she ran hard aground. Attempts were made to warp her off, but they were futile; and it was only after taking out all the coals, (the bunkers were full and a large quantity piled on deck), pumping out the water, and discharging some of the cargo that at 10.15 a.m. on the 6th, she was got off. She proceeded towards Suez early next morning, and stopping there two hours for water, steamed off at 7.45. The weather favoured the ship as far as Ceylon, the light-house at Point de Galle was sighted at midnight on the 23rd February, Achin head was passed at 7.15 p.m. on the 28th, and Penang reached at 11.35 a.m. on March 2nd. Left Penang at 8.30 on the afternoon of the 4th, reached Singapore at 5.30 p.m. on the 6th. For the run from Singapore, which she left at 4.55 p.m. on the 11th, she had fine weather until the 18th, when she met heavy seas, and a strong north-east wind, very much southerly weather. The engines were eased at 8 p.m. to less than half speed; and on Wednesday morning a thick haze prevented her going on, and the *Scotland* got in after a rather eventful and not at all pleasant 67 days. She has from London over 170 tons of cargo for Hongkong, general consignees Messrs Russell & Co., besides cargo from Penang and Singapore.

This following Reuter's Telegrams are from the *Strait Times*—

FRANCE.  
Paris, March 5.—In consequence of the resignation of Monsieur E. de Marcere, Monsieur Lapere has been appointed Minister of the Interior.

M. Firard Strong, Free Trader, has been appointed Minister of Agriculture and Commerce.

EGYPT.  
Alexandria, March 6.—Prince Tewfik, Hereditary Prince of Egypt, has been appointed President of the Council of Ministers.

Nubar Pasha has been appointed Minister for Foreign Affairs.

DETENTION OF THE LONDON PRESS REGARDING THE CAPE DISASTER.  
London, March 6.—The London newspapers are making violent attacks on the

conduct of Lord Chelmsford and demand his removal.

GERMANY.  
Berlin, March 7.—The German Parliament has rejected the Bill for Parliamentary Discipline.

ITALY.  
Rome, March 7.—Sentence of death has been passed upon the perpetrator (Pasciotti, a baker) of the attempt to assassinate His Majesty the King of Italy on the 17th November last.

### SUPREME COURT. IN CRIMINAL SESSIONS. (Before His Honour Mr Justice Snowden.) 20th March, 1879.

The following gentlemen comprised the Jury:—Messrs J. P. C. da Silva, A. Wastell, G. G. Robinson, E. R. M. M. I. A. Almeida, W. M. Morgan, and A. S. Cohen.

The Acting Attorney General (the Hon. J. Russell) prosecuted.

REGINA v. LEE AYOW.

The prisoner pleaded guilty of stealing a jacket, and also admitted two previous convictions. Sentence was reserved.

REGINA v. YAM APING.

The prisoner was indicted for stealing one dollar from the person of one of Dr. Ayres' chair-coolies, at the Race Course, during the races. The Acting Attorney General gave a brief outline of the facts of the case, which was, that Dr. Ayres had given his coolies \$1 to get tiffin, and that the prisoner stole it out of the pocket of the man who had it. He was pursued and caught, and he then drew out an iron bar and assaulted his pursuer in a most determined manner. A soldier seeing this came to the rescue, and took away the bar. Unfortunately the soldier had not been found, but there was no doubt as to the prisoner's identity.

The prisoner endeavoured to show that the charge was trumped up, and that it arose out of a gambling transaction. He called a witness who said he knew this was true and who further said that he knew the defendant to be a respectable and honest man. He was found guilty on the first count by 5 to 2 and guilty on the third count unanimously. Sentence was reserved.

REGINA v. CHAN APON.

The prisoner pleaded guilty to assaulting a girl, named Tow Akwal, and stealing a necklace from her. He also pleaded guilty to two previous convictions. Sentence reserved.

REGINA v. MAK ASAN.

The prisoner was indicted (1) for breaking and entering a dwelling house, and (2) for being found in the possession of house breaking implements. He was found guilty on the first count only. Sentence reserved. The sessions were then adjourned till Saturday, when the prisoners will be brought up for sentence.

### Police Intelligence. (Before the Hon. C. May.) March 19, 1879.

DETERMINED DAYLIGHT ROBBER.

Tang Apo, a hawk, Tang Akwong, a coolie, Luk Ayun, a cook, Leung Aping, a shop-coolie, Lo Alung, a shop-coolie and Leung Ahu, an opium-boiler, were charged on remand by Inspector Lindsay with combining to rob one Chuan Afoo, a head-coolie, residing at No. 33 Gilman's Bazaar, of a bag containing over \$20. It would appear that the attempt of the police was first attracted towards the prisoners by a great noise and a number of men running along the Queen's Road by the Cross Roads; the defendants were all stopped and arrested by different constables, and were found to be all armed with iron bars, with the exception of the 3rd defendant. The 3rd defendant was arrested whilst attempting to catch the 6th, the latter turning round and striking his pursuer with an iron bar which was thrown and fell near the 3rd defendant. They were all taken to the Central, and the 6th, who had not been caught but had apparently gone to the Station, according to his story as a witness, was heard to cry out to the 6th defendant to throw away the money. The 6th defendant tried to put the money under the seat in the Charge-room, but was detected. The bag of money was found on him, but nothing else of any suspicious nature was found on the other defendants. The story of Chuan Afoo, the head coolie who was robbed, is that he and a number of his own coolies were having a "friendly" game at Fanta at No. 33 Gilman's Bazaar, when the defendants, all but the 3rd—who proved to be his cook—rushed upstairs and the 6th and 6th set upon him, severely beating him with an iron bar; the 6th defendant took away his bag of money from his person, whilst the others kept the coolies at bay. They then ran downstairs pursued by some of the honest coolies and were ultimately caught by the police.—The 6th defendant admitted taking the money, but said that he had been enticed into the house to gamble, and Chuan Afoo, who acted as banker, cheated him out of 20 cents; he (the 6th defendant) therefore took away the bag because the 20 cent piece was in it. Such is an outline of the case, and the defendants, who all made various lame excuses as to how they became possessed of the iron bars, were all committed for trial, with the exception of the 3rd, who was discharged, he being evidently one of the injured parties.

### THIRTY CENTS' WORTH.

Lam Atak, a coolie, who was proved to be an old offender, was fined \$25 or 4 months' hard labour for unlawful possession of a piece of timber valued at 80 cents, and he was further ordered to be exposed for 6 hours in the stocks. Mr Creagh was the magistrate.

### OUR MEAT SUPPLY.

Liu Asan, a butcher, and Lin Atol, a farmer, were charged by Sergeant Fleming with being found in the act of preparing a bullock for the market which had evidently died a natural death. The throat was cut, and the defendants were found in the act of trying to force out the blood by treading on the carcass. The Sergeant said that he knew quarters of meat were carried away from Yow-mah-ti in steam-lanterns, but where they were carried he could not say.—Inspector O'Leary deposed to the bullock having evidently died and not been slaughtered legally; the 1st defendant had admitted to him that the animal was a little sick and lame.—1st defendant said he

killed the bullock in the usual way. He had no license to slaughter, but thought it was allowed for use in the market at Yow-mah-ti.—The 1st defendant was fined \$50, or in default 3 months' hard labour; the 2nd was discharged.

### THE OPIUM-FARMER AGAIN.

Mo Asang, a coolie, was fined \$50 or 3 months' hard labour for retailing prepared opium without a license, and the opium and utensils were ordered to be given to the Opium farmer.

(Before C. F. Creagh, Esq.)  
March 20, 1879.

### A BORROWED BOAT.

Fok Akan, a coolie, was charged with stealing a small boat valued at \$1.50 from the beach at Wanchi. He said that he borrowed it to go off to his boat which was lying in the harbour, and had no intention of stealing it. He could call no witness, but admitted a conviction for a similar offence in June 1877. His Worship sentenced him to six months' imprisonment; first and last four days in solitary confinement and remainder with hard labour, and to be exposed in the stocks for six hours the day previous to his release from gaol.

### DRUNKENNESS.

James McColgan, marine U. S. S. *Ashuelot*, was fined 50 cents or one day's imprisonment for being found drunk and incapable at Queen's Road Central.

### Marine Court. (Before J. P. McEuen, Esq.) March 20, 1879.

### DISORDERLY CONDUCT.

Ernest Engel, Chief Officer, of the German brig *Johann Friedrich*, was charged by the master (Albertus Herwich Kroonche) with disorderly conduct on board the vessel whilst in the harbour. It appears that he had been having a quarrel with the boatwain and had threatened to stick a fork into him, as he believed the boatwain had been speaking about him.—Inspector Matheson said that the defendant was very excited when taken to the hulk, and appeared to have been drinking but was not drunk.—Defendant said it must be true as he had a few words with the Inspector.—Fined \$10 for disorderly conduct.

### ABSENT WITHOUT LEAVE AND REFUSAL OF DUTY.

Robert Zandall, J. A. Clangley, F. Davis, G. Avill, A. Commoes, P. George, P. Frango and J. Single, seamen belonging to the British ship *Citronum*, were charged the first three with being absent without leave and the others with refusal of duty. The duty they refused to perform appears to have been washing the decks on Sunday morning last, as they said they wished to go to church on Sunday. The complainant (the Chief Officer) said that the ship had been discharging coal, and it was necessary for the cleanliness and comfort of all on board that the decks should be washed. The work would not have taken more than an hour.—Mr McEuen ordered the first three to forfeit three days' pay each for being absent without leave, and the remainder for refusing duty six days' pay each.

### CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

Hongkong, 20th March, 1879.

SIR,—There can be no doubt that Friday is subject to a sort of *fung-shui* influence; and it is very seldom, I have remarked, that the shippers who disregard it arrive at their destinations in safety. We may perhaps say that there are sad events on record notwithstanding. Why the shipmasters have become remiss in this respect, I am at a loss to understand; formerly, they observed it more strictly than the articles of religion, and never commenced a voyage on a Friday. And here is the *Yesso* affair. She left here on Friday last the 14th instant, and Sir Thomas Wade must have consulted the *fung-shui* and postponed his departure to a subsequent conveyance. Whilst on this subject, permit me to point out that the 11th proximo is Good Friday and a mail day. Cannot the departure of the packet be postponed till daylight on Easter Sunday?

Yours &c.,  
X. O. X.

To the Editor of the "CHINA MAIL."

20th March, 1879.

SIR,—I would draw your attention to a notice on Monday, the 17th inst., before both Magistrates, and reported in your issue of that date under the heading "A false charge" as follows:—

Wong Ai, and Mak Aking, married women, were charged with unlawfully detaining a girl named Lou Akam, aged twelve years. Lou Akam, the complainant, deposed that the child was hers, and that she had never sold her or received any money for her. It subsequently transpired that the complainant had sold the child for \$60 and that to redeem her had sold her son. She tendered \$50 for the child, but the women wanted the \$50. The complainant was then fined \$25, or 3 months' imprisonment, for giving a false testimony, and the defendants were discharged.

From the above account the painful inference which I am compelled to draw is nothing less than that the sale of children in this Colony is recognized and sanctioned by law.

### AM I RIGHT?

[The Police Court incident here alluded to seems to open up the great question of so-called Domestic Slavery, unless the woman was simply fined (and the case was thus disposed of on a side issue) for the false testimony. Until we receive the long-promised report of the C. D. O. Commission, we would rather not give our opinion on the system which is known as domestic slavery, but which is little more than a cruel service which bears some resemblance to slavery.—Ed. C. M.]

### Manila.

(Translated from our Manila Exchange)

By the steamer *Zenny*, which arrived here from Hongkong yesterday (9th), we received a private telegram from our Madrid correspondent dated the 4th instant, announcing that the tenders for the laying down of the submarine telegraph cable between the islands of Luzon and Hongkong have been accepted.

The Paris *Figaro* of the 30th January ultimo says that in the interview between the Kings of Spain and Portugal to take place at Elvas, the proposed marriage of Prince Augusto (brother of the Portuguese

King) and Princess Maria de la Paz (sister of King Alfonso XII) will be arranged.

An unfortunate accident occurred the night before yesterday (10th) in the parish of San Nicolas, of the suburb of Biondo. Several natives, numbering eight, six men and two women, were all at the same time attacked by an unknown disease, the symptoms of which were intense fever and acute pain in the abdomen. Two children, one of about three years, and the other of one year and a half, were also struck by the same illness. This took place at half-past ten in the evening, in the ground floor of the house, No. 60, Camaba Street. The officer of the Veteran Guard of that subdivision was communicated with, who immediately went to the house, as well as the headman of the natives of Biondo, and on learning of the gravity of the illness, applied to the district judge and sent for Doctors Pedro Robledo and Emilio Marasi. These on seeing the natives at once concluded that it was the symptoms of poison, the cause of which we cannot yet ascertain. The doctor of the province, Sr. Bausano, also being present in the house in question. The sick natives were taken to the hospital San Juan de Dios, and up to the time of writing these lines were told that most of them have perished, and these survivors were much disfigured. The subject is now *sub-judice*, and we cannot advance any opinion with regard to it; we see no harm in saying that, according to what is said at San Nicolas, perhaps the cause of the poisoning was the water from a well in the said house, of which several bottles were secured to submit to an analysis.

### THE BULL-FIGHT.

The bull-fight announced to take place at Cavite, came off on the 9th, in which three bulls were killed. Large numbers of people were attracted, both from Cavite and from Manila, who went over especially to witness it. The entertainment on the whole was successful and these present expressed satisfaction with the way in which every one of those engaged in the fight played their respective part, and a wish that this essentially popular amusement should be repeated with more frequency.

The work of inspection by the Committee of the Manila-Dagupan railway has been completed.

The American barque *James S. Stone*, Captain John Weston, arrived at Manila from Yokohama on the 10th instant.

The American ship *Annie Fish* left Manila for New York on the 10th with general cargo.

### Singapore.

(Daily Times, March 8.)

Captain Schmidt, of the German barque *Fetisch*, 442 tons, which arrived here last night from Europe, bound for Bangkok, reports that on the 12th November, in Lat. 30 N. and Long. 24 W. he met with the British barque *Countess of Kerry*, about 250 tons, laden with railway iron and bound from Darts, Holland, to Rio Grande. The *Countess of Kerry* hoisted distress signals, and her Captain eventually came alongside and asked Captain Schmidt to take him and his crew aboard, as the ship was foundering. This was done, and shortly afterwards the *Countess of Kerry* sank. Her Captain and crew were landed at Pernambuco by Captain Schmidt, who, there, had the misfortune to lose his hawse pipe, anchor and chain.

It will be remembered that in January last, Captain Wharton of the S. S. *Carriabrooke* was arrested on a warrant granted on the complaint of the Assistant Protector of Chinese, namely, that Captain Wharton did not detain certain Chinese passengers from China, and who had paid their passage money, until the officer from the Chinese Protectorate had boarded the vessel and examined them. The *Carriabrooke*, on the occasion in question, arrived in the Harbour during the night and the officer from the protectorate boarded her only next morning; in the meantime some of the passengers went ashore. Captain Wharton was convicted of an offence in not having detained them, and was fined by Mr O'Connor, \$100. Mr Davidson, who defended Captain Wharton, appealed against this decision, and, yesterday, the Chief Justice, who quashed the conviction and made a few strong remarks about the conduct of the officer who boarded the *Carriabrooke*, and upon whose evidence the defendant was convicted. As the case has attracted much attention on the part of ship-owners, captains and agents, we hope to be able to publish the judgment of the Chief Justice in full in a future issue.

Captain Phlego, of the German barque *Melusine*, which arrived here yesterday from Cardiff, reports that off Pulo Cocob, Malacca Straits, he picked up and brought down here five Chinese from a capized junk.

Our readers will remember that some time ago we had occasion to remark that the military authorities here, contrary to the usual custom, had thought proper to refuse a guard of honor to the Governor on his return to Singapore from Batavia, although on the same day no obstacle was thrown in the way of granting a similar honour to a native prince who was merely en route to his own country. The Governor then referred the matter home, and we now understand that a despatch has been received in this matter of the military authorities here. This decision is based upon the ground that the Governor, as the representative of the Queen, is supreme in the Colony, and that he is therefore at certain stated times entitled to a guard of honour as a matter of right. This is as it should be, as it seems unreasonable that military men, from whatever motive, should be wanting in respect to the representative of the Queen whose commission they hold; and the matter is all the more serious when it is considered that we are living in the midst of a native community who have only a dim notion of the real position of a Governor of a Colony, but who are keenly alive to outward symbols by which that power is manifested, the more especially so when, as in the present case, the treatment accorded to the Governor is compared with that accorded to the native prince.

### Japan.

(Gazette.)

Letters received to-day (6th) from Shanghai and Foochow offer very instructive commentaries upon Mr R. W. Irwin's suggestion to the Japanese official trading company that England is willing to take about 30,000,000 pounds of Japanese black tea.

The fact is that China produces an excessive quantity, which now in quality ranks but second to the Indian teas. The Indian teas, if their strength and quality

are considered, displace about 80,000,000 pounds of China tea, and unless the export of China tea is henceforth reduced by 80 to 100,000,000 pounds at least, it is expected that the third and fourth grades of Foochow and Yangtze country teas, will not be worth more than half their actual cost, if indeed they can be sold at any price. The losses on China teas are frightful, owing to excessive supply, and it is difficult to understand, as Mr Irwin ought to have known this fact, why he recommends prodigious shipments of Japan tea to be made to the unsuitable market of England, where they rank much lower than China teas, and have the inherent defect of absolute want of keeping quality.

We regret to learn that the *Akushima Maru*, one of the Mitsui Bishi Co's fleet of vessels, took the ground off Kanosaki during the thick watery mist which prevailed on the night of the 4th and early morning of the 5th instant. The vessel was soon got off, and taken into Yokosuka where, on examination, it was found she had sustained no injury, and she consequently proceeded on her voyage to Kobe.

### THE KANAGAWA KEN PENITENTIARY.

(Japan Mail.)

During the course of the week the writer of this article, in company with a friend, paid a visit to the Kanagawa Ken prison, situated on the eastern outskirts of Tobe, it is bounded by the green fields beyond, while its comparatively higher position, being built against the side of a hill, also permits of a partial view of the bay. Armed with a letter from Mr Kawai, the Chief of the Yokohama Police, we knocked for admission at the broad, heavy gate. It was opened by a policeman in uniform who, after surveying us from head to foot, evidently became satisfied that we had not come there to stay, at least not to stay any length of time. Having delivered our credentials we were conducted to the office of the Superintendent, where, after being pleasantly received and treated to a cup of very good tea, we sallied out on our tour of inspection accompanied by the secretary of the institution, who kindly volunteered to be guided by a sturdy policeman with his stick of office. The part we entered first, the centre and the principal portion of the establishment, is in the form of a large square, the four sides being enclosed by buildings. Were it not for the red clothing, the distinctive dress of prisoners and worn by those moving about, we certainly could not have fancied this to be a prison: it looked neither more or less than a busy, prosperous and well conducted workshop. Paper spread on wooden frames to be dried by the rays of the sun, newly painted desks, tables, chairs, etc., and other half-finished products nearly filled up the open space in the centre, while from the buildings around it the busy sound of men at work, and even the buzzing of wheels and machinery, could be plainly heard. The first building adjoining the office immediately to our right is devoted to paper making. The kind principally manufactured is that heavy, thick, red-tinted paper which is made for official purposes only. Many a sheet, made by some poor prisoner here, will doubtless be used to write down the judgment which will consign a fellow-being to bear him company for many a long year. Beyond this is a carpenter workshop, and although the products turned out are generally of the more common sort yet a few articles which had been sent to the Ueno Exhibition of last year, proved that great skill and fine delicate workmanship are by no means absent. But the rule seems to be to manufacture good, solid serviceable work; with only moderate pretension to fashion or beauty. In the hat and in the boot and shoe department, to which we were next conducted, this was also fully apparent and the finished articles subjected to our inspection, although not up to the standard required by a Count d'Ursey, looked far superior to many of the cheap products of Western lands. All the boots and shoes so far manufactured are for the use of members of the police, the supply being as yet insufficient for the demand. The hats are made of good plaited straw, which is bleached and prepared in the prison grounds, and they form efficient protection against the sun.

To the left of the places just traversed, within the same enclosure, but on much higher ground, are the hospital, the school-room for young offenders, and the *kingoku* prison, the prison for press offences, etc. On our way thither we learned from our guide that besides the industries enumerated, a few others of minor importance were carried on; the whole number of male prisoners amounted to 556, a part of whom were always employed in out-door work, repairing streets, roads, etc. Within the prison grounds, with the exception of a few very dangerous characters, they were not feared. Each one's number was marked on his red prison dress and the gravity of the offence was shown by blue rings, on each sleeve, four rings for ten years, two for seven years, one for five years, while no rings showed the comparatively lucky wretches to be there for a less period than five years. Attempts at escape are shown by part of the sleeve being of blue instead of red colour. What was strikingly noticeable during our tour was the entire absence of allusion, as of dejection, nay, even of sadness or discontent on the faces of those we had seen. They all looked clean and well fed, and with the easy carelessness of the lower classes of Asiatic nations, they smiled and laughed with, apparently, an utter absence of anything like low spirits. Mostly young, or at least below middle age, there were many with pleasant, winning faces among them, and when such a one showed four blue stripes on his sleeve, it was difficult altogether to repress a feeling of deep, and sympathy and pity. All our preconceived notions founded upon tradition and report, upon what we had read and heard and even what we had seen in other lands, as to the sights which were here, penitentiary should present, were here utterly at fault. No rattling of great, heavy bunches of keys by stern and determined looking jailers, no dark and gloomy cells with yet gloomier looking inmates, no sound even of locks closing or unlatching, or the grating of bolts. An air of simple, easy-going almost patriarchal sort of good nature seemed to pervade everything. Yet there were not a few here for life, for whom liberty, sweet golden liberty, was to exist henceforward only as a recollection of the past.

The hospital had very few inmates; the health of the prisoners being very good. All the prisoners take a bath daily, and a special medicated bath is set aside for the use of the sick, when their disease is of a nature in any way liable to be contagious, are considered, displace about 80,000,000 pounds of China tea, and unless the export of China tea is henceforth reduced by 80 to 100,000,000 pounds at least, it is expected that the third and fourth grades of Foochow and Yangtze country teas, will not be worth more than half their actual cost, if indeed they can be sold at any price. The losses on China teas are frightful, owing to excessive supply, and it is difficult to understand, as Mr Irwin ought to have known this fact, why he recommends prodigious shipments of Japan tea to be made to the unsuitable market of England, where they rank much lower than China teas, and have the inherent defect of absolute want of keeping quality.

We regret to learn that the *Akushima Maru*, one of the Mitsui Bishi Co's fleet of vessels, took the ground off Kanosaki during the thick watery mist which prevailed on the night of the 4th and early morning of the 5th instant. The vessel was soon got off, and taken into Yokosuka where, on examination, it was found she had sustained no injury, and she consequently proceeded on her voyage to Kobe.

### Shipping Intelligence.

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.  
Glenfallach, Lord of the Isles.  
Mertonshill, Galley of Lorne.  
Ajaz.

Sailing Vessels.

Carricks, Agnes Mull.

At Glasgow.

Glencoe (s) via L'don, Breconshire (s)

A Japanese physician is constantly on the premises, and a well-appointed drug store and laboratory is fitted up on the grounds. For grave cases Dr. Simmons, of the Kanagawa Ken hospital, is consulted.

The "Kingoku" prison, for press offenders, etc., is empty. Like all the other cells it is constructed of upright timbers, about four inches square, placed at intervals of two or three inches, thus allowing a clear view through its whole length. The place has not an inviting look, and with all due admiration for the martyrs of the Fourth Estate, we can hardly blame those who think discretion the better part of wisdom.

The schoolroom is the best of the buildings above mentioned. This is furnished with tables and benches, on which, as we passed in, some twenty youthful offenders were seated, dressed in the usual prison garb. Until noon they are kept to manual labour, in the afternoon to study. One side of the large room is hung with maps, and books and educational apparatus in considerable quantity are piled up there. The teacher, a very kind and intellectual looking man, came forward to greet us. The course of instruction is reading, writing, arithmetic, geography, history, etc., in fact, just what is taught in a primary school. The teacher is assisted by prisoners who are competent to do so, selected chiefly from among those confined for political offences.

Retracing our steps through the grounds we had come, it being now half-past three, the time when work is concluded, we saw the prisoners marching to the bath, and were next conducted to the female ward. Only nineteen or twenty female convicts are now in prison. They are employed at weaving, spinning, and knitting. The clothing which the prisoners wear is to a great extent manufactured within the prison grounds, partly here, partly in the male ward, from the rough cotton, spinning, weaving, dyeing, making, etc., being all done here. A dozen or so of foreign knitting machines are kept, and u-darshits and drawers, of good serviceable quality, are also made. We expressed our surprise at the comparatively small number of women, and were thereupon informed by our guide that with the approach of summer the "Mugi Yui" would doubtless furnish an increased contingent.

The prisoners' cells are in a separate enclosure; as they were now beginning to enter them we followed. This is the only part of the establishment upon which no praise can be bestowed. The cells are overcrowded; in the winter months this is not so great an evil as with the approach of warm weather it soon will be. The means of escape in case of fire, also, partly owing to their crowded state, are insufficient. The prison in former years was situated in Yokosuka, and was partly removed to Kanagawa twenty years ago, altogether so a few years afterwards. The buildings erected have not kept pace with the extraordinary growth of the city, and the consequent increase in the criminal portion of the population. New buildings are absolutely and imperatively necessary, and we can only hope their erection will not be long delayed. Adjoining the cells there is a small but very neatly laid out garden into which the prisoners in squads of twenty or so, are admitted for an hour or two, by turns, several times a week. Loving nature and flowers as all Japanese do, this must be a highly cherished privilege, the deprivation of which can be made a serious means of discipline. Upon the whole these prisoners must be an extremely docile and easily managed set of men. The safeguards provided would certainly be insufficient to restrain even a tenth of their number of the class which find their way into Western prisons. Still attempts at escape here are very scarce and acts of insubordination still more so. Gambling of a very mild type, carried on in the cells, probably for the most part with intent to kill time only and to relieve the dull monotony of prison life, is the principal evil which the keepers have to complain of. The most efficient means of correction is the dark cell, a gloomy looking edifice; two or three days is the limit of time for which it is imposed; the prisoner doubts not for some centuries. The Japanese are a sensitive people, loving light and airy surroundings more than western nations do; none of the prisoners show anything like the stubbornness and stolidity so often met in our prisons, and the dark cell for them means a severe punishment, which we hope is not often administered.

Those undergoing excommunication, and on trial for graver offences, are also detained within the grounds here. There were 143 at the time of our visit; they are, of course, not put to any labor which, however, must, to many, seem rather like a privilege denied than a boon to be thankful for. Only one part remained to be seen—that where the punishments are administered and where the extreme penalty of the law, by hanging and decapitation, is enforced. A separate fence surrounds this place, it is painted black with the exception of one white gate which is only opened to admit those whose hours are numbered, who in passing may well leave hope behind. The gallows is a heavy structure, also painted black, and gloomy enough it looked in our eyes in spite of the bright sunlight which played around it. The place where corporal punishment is administered, which is now limited to from ten to a couple of strokes with bamboo, is close beside it, and whether by accident, or on an express wish, the sight of this ugly framework is probably a more efficient deterrent than the pain endured.

Returning to the office of the superintendent, we were shown a telephone which connects the place with the *Kencho* and the Central Police Station, and which works as we were told very satisfactorily. After partaking of another cup



## To Let.

**TO LET.**  
MARINE HOUSE, QUEEN'S ROAD.  
East—GROUND FLOOR, consisting of OFFICES, COMPTROLLER'S QUARTERS, and Godowns.  
West—A RESIDENCE, with Business Accommodation, complete.  
GAS and WATER laid on.  
Each of these Premises can be Let in whole or in apartments.  
Apply to **E. R. BELLIOS.**  
Hongkong, March 11, 1879. ap1

## To Let.

**TO LET.**  
GREEN MOUNT,  
Possession on or before 15th May.  
Apply to **GILMAN & Co.**  
Hongkong, March 4, 1879.

## To Let.

**TO LET.**  
PORTION of a HOUSE, very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central. Possession 1st March next.  
Apply to **LANDSTEIN & Co.**  
Hongkong, February 4, 1879.

## To Let.

**TO LET.**  
OFFICES on the FIRST FLOOR, No. 8, QUEEN'S ROAD.  
Apply to **J. NOBLE,**  
No. 8, Queen's Road.  
Hongkong, March 13, 1879. ap18

## To Let.

**TO LET.**  
IN the Houses on MARINE LOT 65, formerly known as the Blue Houses, situate on Praya East:  
FIRST FLOORS of Nos. 2 and 4, Praya East.

As also,  
A FRONT and BACK ROOM in the DWELLING to the eastward of the Pier, with part of its spacious Verandah. Immediate Possession.

## To Let.

**TO LET.**  
FIRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 65.

Also,  
A SPACIOUS TIMBER YARD, close to the Wanchai Pier. Timber received on Storage or the Yard Rented.  
For further particulars, apply to **MEYER & Co.**  
Hongkong, March 4, 1879.

## To Be Let.

**TO BE LET.**  
On Shameen—Canton.

**THE SPACIOUS PREMISES** lately occupied by Messrs OLYMPIC & Co., comprising: DWELLING HOUSE, with GODOWN, TEA and SILEX ROOMS attached.  
For Particulars, apply to **EDWARD DAVIS,**  
Canton.  
Canton, March 12, 1879. ap12

## To Be Let.

**TO BE LET.**  
TWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.

Apply to **TURNER & Co.**  
Hongkong, August 1, 1878.

## To Let.

**TO LET.**  
FIRST-CLASS OFFICES and GODOWNS, Nos. 54 and 60, Praya Central.

Apply to **WO HANG,**  
Nos. 6 and 7, Praya West.  
Hongkong, January 2, 1879.

## Notices of Firms.

**NOTICE.**  
THE INTEREST and RESPONSIBILITY of Mr F. GROBIEN in our Firm CEASES To-day.  
**SANDER & Co.**  
Hongkong, March 1, 1879. ap1

## Notice.

**NOTICE.**  
THE INTEREST and RESPONSIBILITY of Mr WALTER SCOTT FITZ in our Firm in Hongkong and China, CEASES on the 31st December last.

Mr CHARLES VINCENT SMITH is admitted a Partner from this Date.  
**RUSSELL & Co.**  
Hongkong, January 1, 1879. ap1

## Notice.

**NOTICE.**  
THE INTEREST and RESPONSIBILITY of the Undersigned in the Chinese Mail, 華字日報 (Wah Tse Yat Po), CEASES from the 1st August, 1877, but Debts prior to that Date will be received and paid by him.

**CHUK AYIN.**  
Hongkong, April 6, 1878.

## Notice.

**NOTICE.**  
IN Reference to the above, the Undersigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr LEONG YOOK CHUN, as Translator and General Manager of the Newspaper, which under its new régime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.

**KONG CHIM,**  
Lessee of the Hongkong Chinese Mail.  
Hongkong, April 8, 1878.

## Mails.

**NOTICE.**  
COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.

**STEAM FOR**  
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;  
Also,  
BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

**ON SATURDAY**, the 22nd March, 1879, at Noon, the Company's S. S. **DJEMNAH**, Commandant HERNANDEZ, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 21st March, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.  
For further particulars, apply at the Company's Office.  
**G. DE CHAMPEAUX,**  
Agent.  
Hongkong, March 11, 1879. ma22



**STEAM FOR**  
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTH-AMPTON, AND LONDON;  
Also,  
BOMBAY, MADRAS, AND CALCUTTA, VIA BOMBAY.

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S** Steamship **BOHARA**, Captain I. OSMAN, will leave this on SATURDAY, the 29th March, at Noon.

Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the direct route. Silk and Valuables will be transferred to the Calcutta steamer at Galle.

For further Particulars, apply to **A. MOLLER, Superintendent.**  
Hongkong, March 18, 1879. ma29

**Occidental & Oriental Steam Ship Company.**

**TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,**

**IN CONNECTION WITH THE CENTRAL**

**AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES**

**ATLANTIC STEAMERS.**

**THE S. S. GAELIC** will be despatched for San Francisco via Yokohama, on TUESDAY, the 1st day of April, 1879, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 31st March. PARCEL PACKAGES will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

A RETURN is made on RETURN Passes TOYOKO.

For further information, as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.  
**G. B. EMORY, Agent.**  
Hongkong, March 17, 1879. ap1

## Insurance.

**CHINESE INSURANCE COMPANY, (LIMITED.)**

**NOTICE.**

**POLICIES** granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

**J. BRADLEE SMITH,**  
General Agent.  
Hongkong, December 9, 1878.

**QUEEN FIRE INSURANCE COMPANY.**

**NOTICE.**

**THE Undersigned** are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20 per cent.

**NORTON & Co.,**  
Agents.  
Hongkong, January 1, 1874.

## Insurance.

**ROYAL INSURANCE COMPANY.**

**THE Undersigned**, Agents for the above Company, are prepared to grant Insurances at current rates.

**MELOHERS & Co.,**  
Agents, Royal Insurance Company.  
Hongkong, October 27, 1874.

**LANCASHIRE INSURANCE COMPANY.**

**(FIRE AND LIFE)**

**CAPITAL—TWO MILLIONS STERLING.**

**THE Undersigned** are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to **ARNOLD, KARBURG & Co.,**  
Agents, Hongkong & Canton.  
Hongkong, January 4, 1867.

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**

**HEAD OFFICE—HONGKONG.**

**AGENTS** at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Kinks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

**NO CHARGE FOR POLICY FEES.**  
**JAS. B. COUGHTRIE,**  
Secretary.  
Hongkong, November 1, 1871.

**THE LONDON ASSURANCE**

**INCORPORATED BY ROYAL CHARTER**

**His Majesty King George The First,**  
A. D. 1720.

**THE Undersigned** having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

**Marine Department.**  
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

**Fire Department.**  
Policies issued for long or short periods at current rates. A discount of 20% allowed.

**Life Department.**  
Policies issued for sums not exceeding £5,000 at reduced rates.

**HOLLIDAY, WISE & Co.,**  
Hongkong, July 26, 1872.

**MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.**

**ESTABLISHED 1824.**

Capital of the Company £1,000,000 Sterling of which is paid up £100,000  
Reserve Fund upwards of £120,000  
Annual Income £260,000

**THE Undersigned** have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

**HOLLIDAY, WISE & Co.,**  
Hongkong, October 15, 1868.

**SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTERTHUR.**

**THE Undersigned** having been appointed Agents for the above Company, have this Day taken over charge of the Hongkong Agency, and are prepared to grant INSURANCE on MARINE RISKS at Current Rates to all parts of the World.

**MEYER & Co.**  
Hongkong, February 10, 1879.

**THE SCOTTISH IMPERIAL INSURANCE COMPANY.**

**THE Undersigned** having been appointed Agents in Hongkong for the above-named Company, are prepared to Grant Policies against FIRE on Buildings and on Goods to the extent of \$50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premiums for Life Insurance in China.

**MEYER & Co.**  
Hongkong, August 18, 1878.

**NORTH BRITISH & MERCANTILE INSURANCE COMPANY.**

**Incorporated by Royal Charter and Special Acts of Parliament.**

**ESTABLISHED 1809.**

**CAPITAL £2,000,000.**

**THE Undersigned**, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

**GILMAN & Co.,**  
Agents.  
Hongkong, July 6, 1875.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Steamers																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
----------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--